

# SPECIAL AIRWORTHINESS INFORMATION BULLETIN

Aircraft Certification Service  
Washington, DC



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

CE-05-12  
November 4, 2004

*We post SAIBs on the internet at [www.airweb.faa.gov](http://www.airweb.faa.gov)*

***This is information only. Recommendations are not mandatory.***

## Introduction

This Special Airworthiness Information Bulletin alerts you, owners and operators of **EVEKTOR AEROTECHNIK L-13SW and L-13SE motor gliders**, that the Czech Republic Civil Aviation Authority (CAA) has issued Airworthiness Directive (AD) CAA-AD-026/2002, dated March 29, 2002. This AD calls for the installation of a metal strainer to cover the engine inlet and protect the carburetor from ingesting impurities. The following serial numbers are affected:

Model	Serial Number
L-13SW	All Serial Numbers
L-13SE	All Serial Numbers

***Note: The L-13SW and L-13SE sailplanes are not type certificated in the U.S.***

## Background

The Czech Republic CAA has identified a situation where engine failure can occur due to an intrusion of impurities into the carburetor. This may result from the engine inlet not being protected. Evektor has issued Mandatory

Bulletin (MB) No. SW13-053a dated February 1, 2002, to address this issue with a modification.

## Recommendation

We recommend that you incorporate the modification following the instructions per **MB SW13-053a** (copy attached).

We are providing this information as a courtesy to owners and operators as we do not issue ADs for gliders that do not have a U.S. type certificate.

## For Further Information Contact

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*issues***MANDATORY BULLETIN No. SW13-053a**  
**with effect upon airworthiness****The technical aspect approved by TI-CAA of the Czech Republic**

- |                                      |  |
|--------------------------------------|--|
| <b>1. CONCERNING:</b>                | <b>All powered gliders L13SW and L13SE</b>   |
| <b>2. REASON:</b>                    | Intrusion of impurities into the carburetor leading to a possible engine failure can occur for the reason of the non-protected engine inlet. |
| <b>3. REQUIRED ACTION:</b>           | Protect the engine inlet hole by means of the metal strainer   |
| <b>4. THE LATEST DATE OF ACTION:</b> | Immediately after bulletin receiving.  |
| <b>5. ACTION CARRIED OUT BY:</b>     | The operator according to the procedure stated in the appendix No. 1   |
| <b>6. COSTS COVERED BY:</b>          | The operator   |
| <b>7. NECESSARY MATERIAL:</b>        | The material will be delivered by the manufacturer on the basis of the operator's order  |
| <b>8. WORK PROCEDURE:</b>            | Stated in the appendix No. 1   |
| <b>9. APPENDICES:</b>                | 1 sheet  |

Ing. Josef Hron

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Manufacturer's representative

Date: 1.2.2002

 **EVEKTOR s.r.o.**  
Letiště  
686 04 Kunovice

**MANDATORY BULLETIN****No. SW 13-053a**

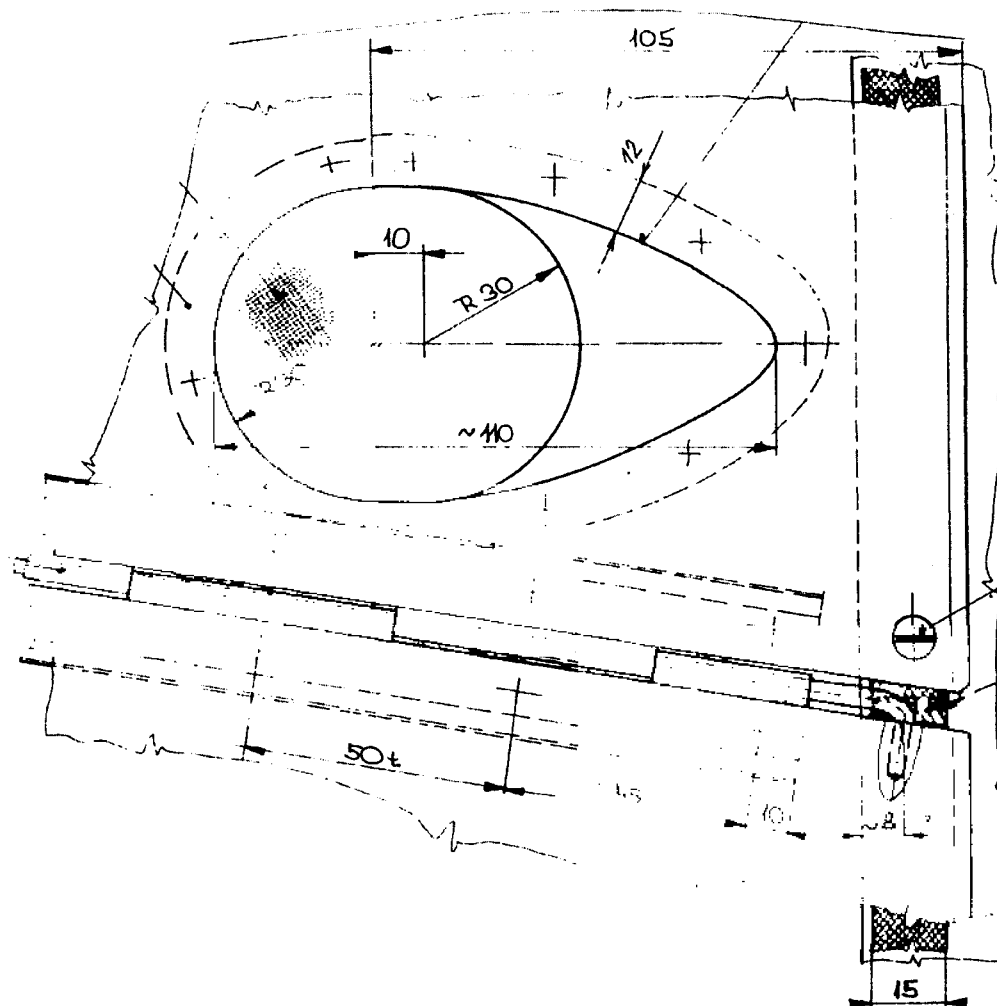
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1

1. Drill out the inlet hole baffle on the upper engine cover.
2. Adjust the strainer shape according to the inlet hole with the allowance of 12 mm.
3. Set the baffle with strainer to the original position.
4. Drill and joggle holes for rivets.
5. Rivet. Pack out snap heads of rivets with packing.
6. Write down the bulletin accomplishment into the operation documentation.

**Necessary material:**

1. Brass strainer, max. mesh size 1x1mm, dimension 140x90..... order No. 089200.... 1 pc
2. Packing.....order No. 736224.... 1 pc
3. Rivet 2.6 x 8 ČSN 02 2311.5..... order No. 045350....10 pc